

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-17. (Canceled)

18. (Previously presented) An internal combustion engine having an exhaust gas recirculation device, an exhaust gas turbocharger, and cylinder groups, whereby exhaust gas from each cylinder group is dischargeable separately via respective exhaust pipes arranged to be feedable to the exhaust gas turbocharger selectively independently of each other, wherein a recirculation line of the exhaust gas recirculation device branches and opens out into an induction section of the internal combustion engine and the cylinder groups are arranged to be operated with an identical or different power output, and the recirculation line branches off from only one of the exhaust pipes of the cylinder group that is operable with a higher power output in at least one operating point.

19. (Previously presented) The internal combustion engine as claimed in claim 18, wherein specific power of cylinders of one cylinder group differs from specific power of the cylinders of another cylinder group.

20. (Previously presented) The internal combustion engine as claimed in claim 18, wherein the cylinder groups comprise a different number of cylinders.

21. (Previously presented) The internal combustion engine as claimed in claim 18, wherein an exhaust gas turbine of the exhaust gas turbocharger is operatively arranged in the exhaust section.

22. (Previously presented) The internal combustion engine as claimed in claim 21, wherein the exhaust gas turbine is of two-flow configuration, with each exhaust gas flow of the exhaust gas turbine being operatively connected to a respective one of the exhaust pipes.

23. (Previously presented) The internal combustion engine as claimed in claim 22, wherein exhaust gas flows are of different sizes, a smaller of the exhaust gas flows being connected to the exhaust pipe associated with the exhaust gas recirculation device.

24. (Previously presented) The internal combustion engine as claimed in claim 21, wherein the exhaust gas turbine has a variable turbine geometry arrangement for adjustably setting an active turbine inlet cross-section.

25. (Currently amended) The internal combustion engine as claimed in ~~claim 22~~ claim 24, wherein the variable turbine geometry arrangement in association with a turbine inlet cross-section of each of the exhaust gas flows.

26. (Previously presented) The internal combustion engine as claimed in claim 22, wherein the variable turbine geometry arrangement is associated with the turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

27. (Previously presented) An internal combustion engine having an exhaust gas recirculation device, an exhaust gas turbocharger, and cylinder groups, in which exhaust gas from each cylinder group is dischargeable separately via respective exhaust pipes arranged to be feedable to the exhaust gas turbocharger, comprising a recirculation line of the exhaust gas recirculation device branches and opens out into an induction section of the internal combustion engine, and the cylinder groups are arranged to be selectively operated with an identical or different power output,

wherein the cylinder groups are operable with different air/fuel ratios, and the recirculation line exhaust gas recirculation device branches off from only one of the exhaust pipes associated with the cylinder group that is operable with a lower air/fuel ratio in at least one operating point.

28. (Previously presented) The internal combustion engine as claimed in claim 27, wherein the cylinder group associated with the exhaust gas recirculation device comprises a smaller number of cylinders than another cylinder group which is independent of the exhaust gas recirculation device.

29. (Previously presented) The internal combustion engine as claimed in claim 27, wherein an exhaust gas turbine of the exhaust gas turbocharger is operatively arranged in the exhaust section.

30. (Previously presented) The internal combustion engine as claimed in claim 29, wherein the exhaust gas turbine is of two-flow configuration, with each exhaust gas flow of the exhaust gas turbine being operatively connected to respectively one of the exhaust pipes.

31. (Previously presented) The internal combustion engine as claimed in claim 30, wherein exhaust gas flows are of different sizes, a smaller exhaust gas flow being connected to the exhaust pipe associated with the exhaust gas recirculation device.

32. (Previously presented) The internal combustion engine as claimed in claim 29, wherein the exhaust gas turbine has a variable turbine geometry arrangement for adjustably setting an active turbine inlet cross-section.

33. (Previously presented) The internal combustion engine as claimed in claim 32, wherein the variable turbine geometry arrangement is associated with the turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

34. (Previously presented) The internal combustion engine as claimed in claim 29, wherein a variable turbine geometry arrangement is associated with the turbine inlet cross-section of the exhaust gas flow associated with the exhaust gas recirculation device.

35. (Currently amended) A method for operating an internal combustion engine having an exhaust gas recirculation device, an exhaust gas turbocharger, and cylinder groups, comprising discharging exhaust gas from each cylinder group separately via a respective exhaust pipe that is selectively independently feedable to the exhaust gas turbocharger, wherein a recirculation line of the exhaust gas recirculation device branches off from one of the exhaust pipes and opens into an induction section of the internal combustion engine, and selectively operating the cylinder groups with an identical or different power output, such that only one of the cylinder groups, whose exhaust pipe is connected to the recirculation line is operated with a variable power output.

36. (Previously presented) The method as claimed in claim 35, wherein the cylinder groups are operable with different air/fuel ratios, and the cylinder group whose exhaust pipe is connected to the recirculation line is operable with a variable air/fuel ratio.

37. (Previously presented) The method as claimed in claim 36, wherein the air/fuel ratio is reduced by increasing a fuel proportion.

38. (Previously presented) The method as claimed in claim 35, wherein different ignition points are set in the cylinder groups.

39. (Previously presented) The method as claimed in claim 35, wherein different fuel injection profiles are set in the cylinder groups.

40. (Previously presented) The method as claimed in claim 35, wherein an air proportion is reduced to decrease the air/fuel ratio.